

REMARKS/ARGUMENTS

Favorable reconsideration of this application, in light of the following discussion, is respectfully requested.

Claims 12-22 are pending in this case.

In the outstanding Office Action, Claims 12 and 13 were rejected under 35 U.S.C. § 103(a) as unpatentable over Figures 9-11 of JP 11-246137 (herein “asserted-AAPA”) in view of Ishimoto (JP 11-021036); Claims 14-16 were rejected under 35 U.S.C. § 103(a) as unpatentable over asserted-AAPA and Ishimoto in view of Uchiumi (JP 2003-104634); Claim 17 was rejected under 35 U.S.C. § 103(a) as unpatentable over asserted-AAPA and Ishimoto in view of Yoshimura (U.S. Patent No. 6,747,432); Claim 18 was rejected under 35 U.S.C. § 103(a) as unpatentable over asserted-AAPA and Ishimoto in view of Yoshimura, further in view of Nakahama (JP 11-313465); Claim 19 was rejected under 35 U.S.C. § 103(a) as unpatentable over asserted-AAPA and Ishimoto in view of Yamamoto (U.S. Pub. No. 2003/0052544); Claim 20 was rejected under 35 U.S.C. § 103(a) as unpatentable over asserted-AAPA and Ishimoto in view of Yoneda (JP 2001-158578); and Claims 21 and 22 were rejected under 35 U.S.C. § 103(a) as unpatentable over asserted-AAPA and Ishimoto in view of Nakagawa (WO 01/46059).

Applicant respectfully traverses the rejections of the pending claims under 35 U.S.C. § 103(a).

Claim 12 recites, *inter alia*, “an Electronic Control Unit (ECU) that controls said inverter, **said winch, said electric motor, said inverter, and said ECU together constituting a drive control device** for said car, and **being installed while being integrated with one another**; a **traffic control device** that controls the operation of said car by generating a traffic pattern from a current position of said car to a destination floor, said

traffic control device **being installed outside of said drive control device and while being divided from said drive control device.”**

With regard to Claim 12, the outstanding Office Action asserts Figure 10 of asserted-AAPA as teaching every element except “said traffic control device being installed outside of said drive control device and while being divided from said drive control device,” which it asserts Ishimoto as teaching.

However, Ishimoto, in combination with the asserted-AAPA, cannot teach the above-quoted features of Claim 12.

Fig. 1 of Ishimoto shows a first control panel CP1 separated from a second control panel CP2. The outstanding Office Action asserts CP1 as comprising the drive control device as defined by Claim 12 and asserts CP2 as comprising the signal control devices, presumably including a traffic control device, as defined by Claim 12.

However, CP1 of Ishimoto does not include every component defined for a drive control device by Claim 12 “integrated with one another,” as recited by Claim 12, because the motor, inverter, and ECU are not integrally constructed in CP1.

Further, as is clear from Fig. 10 of asserted-AAPA, the motor, inverter, and ECU are not integrally constructed in the controller 2.

Because neither asserted-AAPA nor Ishimoto teaches or suggests “said winch, said electric motor, said inverter, and said ECU...being integrated with one another,” as recited by Claim 12, the combination of asserted-AAPA and Ishimoto cannot teach every element of Claim 12, even if CP2 of Ishimoto includes traffic control.

Further, the outstanding Office Action asserts, at page 3, that “constructing a formerly integral structure in various elements involves only routine skill in the art.” However, the application evidences that the ECU and traffic control device are not merely constructed into different elements in the claimed invention.

For example, Claim 21 recites a plurality of drive control devices and a single traffic control device “that performs traffic control of said plurality of drive control devices.” The elevator control apparatus recited by Claim 21 does not result if a drive control device and traffic control device are “merely constructed into different elements” because the traffic control unit would not be able to perform the traffic control for a plurality of drive control devices, as recited by Claim 21.

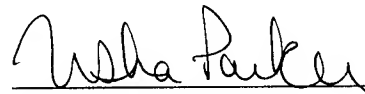
Further, as discussed in the previous response, none of the additionally asserted references against the dependent claims teaches a traffic control device, as defined by Claim 12, “being divided from said drive control device,” as defined by Claim 12, to cure the deficiencies of asserted-AAPA and Ishimoto with regard to amended Claim 12.

Because none of the asserted references, alone or in combination, teaches or suggests at least the above-discussed features of amended Claim 12, Applicant respectfully requests that the rejections under 35 U.S.C. § 103(a) of Claim 12 and Claims 13-22, which depend therefrom, be withdrawn.

Accordingly, the outstanding rejections are traversed and the pending claims are believed to be in condition for formal allowance. An early and favorable action to that effect is, therefore, respectfully requested.

Respectfully submitted,

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